Round 1
Public Meeting
May 2010

Ulster County
Year 2035
Long-Range Transportation Plan Update



Public Meeting May 2010









### INTRODUCTION



#### **LRTP Update Study Team**

- UC Planning Department Staff





#### **AGENDA**

- UCTC MPO Background
- MPO Requirements
- Transportation Management Area (TMA)
- LRTP Update Process
- Demographics
- Discuss Projects Currently Programmed
- Discuss Previous Study Findings
- Funding
- Next Steps





# Metropolitan Planning Organization (MPO)





- Regional Council of Governments and Transportation Providers
- Transportation Policy and Decision
   Making Board
- Decides how federal transportation funding is programmed and utilized









## **UCTC Voting Members**

#### **Permanent Voting Members**

Ulster County Executive, Chair City of Kingston Mayor Town of Saugerties Supervisor Town of Ulster Supervisor NYS Thruway Authority Executive Director NYSDOT Commissioner, Secretary

#### Two-Year Voting Members (alternate biennially)

Village of Saugerties Mayor
Town of Hurley Supervisor\*
Town of Rosendale Supervisor
Town of Esopus Supervisor\*
Town of Lloyd Supervisor
Town of Marlborough Supervisor\*
Town of Plattekill Supervisor
Town of Shawangunk Supervisor\*
Village of Ellenville Mayor
Village of New Paltz Mayor\*
Town of New Paltz Supervisor
Town of Wawarsing Supervisor\*
Town of Woodstock Supervisor
Town of Kingston Supervisor\*

\*Current Voting Member to June 4, 2011

#### 7 as 1 Rural Voting Membership

Town of Denning Supervisor
Town of Gardiner Supervisor\*
Town of Hardenburgh Supervisor
Town of Marbletown Supervisor
Town of Olive Supervisor
Town of Rochester Supervisor
Town of Shandaken Supervisor
\*Current Voting Representative. Appointed by
Ulster County Association of Town Supervisors.

#### **Non-Voting Advisory Members**

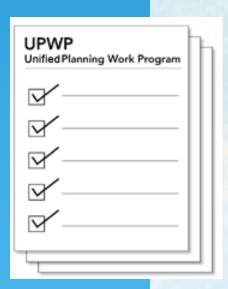
Federal Highway Administration Federal Transit Administration Federal Railroad Administration NYS Bridge Authority NYS Department of Environmental Conservation





#### Unified Planning Work Program (UPWP)

- UCTC's annual work program
- Identifies transportation studies and other tasks to be performed by UCTC staff and/or member agencies
- Tasks include highway and transit planning and programming
- Developed and approved by the UCTC









#### Long Range Transportation Plan (LRTP)

- Plan to guide transportation policy and investments
- Minimum 20 year horizon
- Identifies Long- and Short-Term Projects/ Strategies
- Multimodal





#### Transportation Improvement Program (TIP)



- -Five year program of federal and State funded transportation and transit projects
- -Fiscally constrained
- -Developed and approved by MPO members





#### **Public Involvement**



- Seek input from all interested parties
  - The Public
  - Business owners
  - Special interest groups







# Transportation Management Area (TMA)



#### What is a TMA?

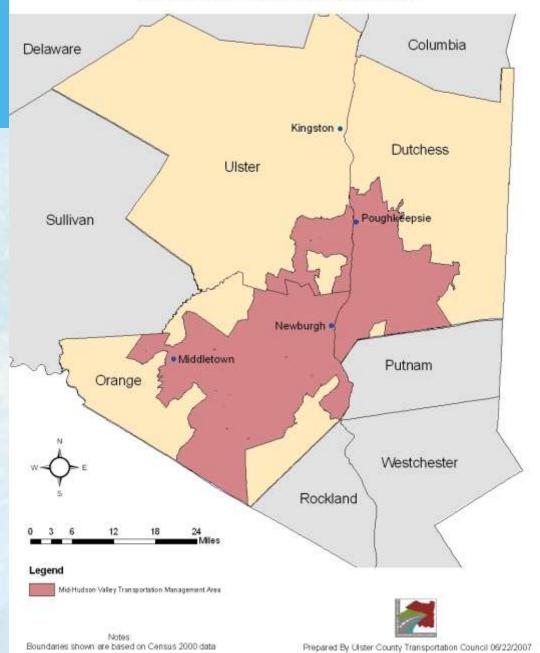
- Census boundary with a population greater than 200,000
- Shared by three (3) MPOs
- Congestion Management Process
   (CMP) Plan required
- FHWA and FTA evaluate and certify MPOs within TMAs every four years
- Additional planning, highway and transit funds support TMA-related projects



#### Mid-Hudson Valley Transportation Management Area



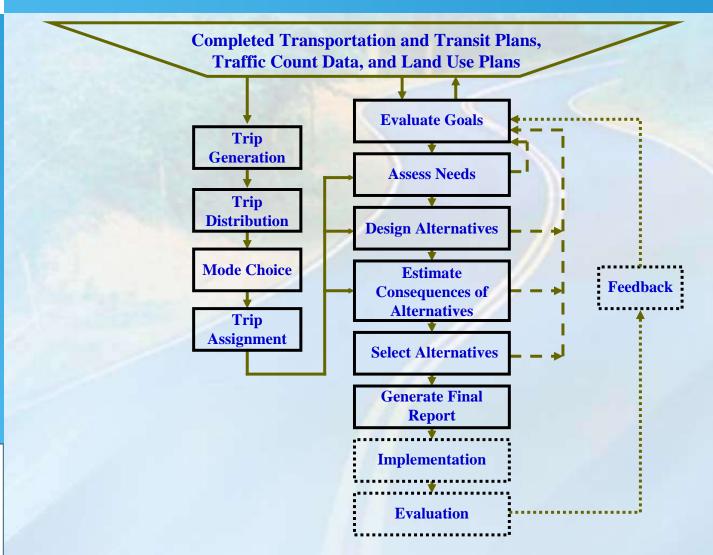








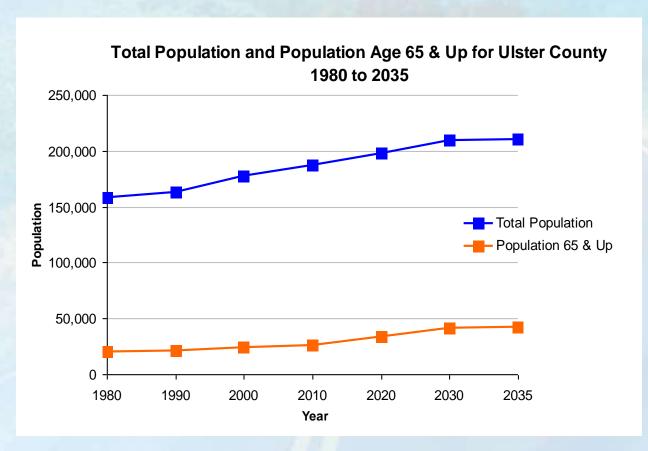
### LRTP Planning Process







### **Population Growth**

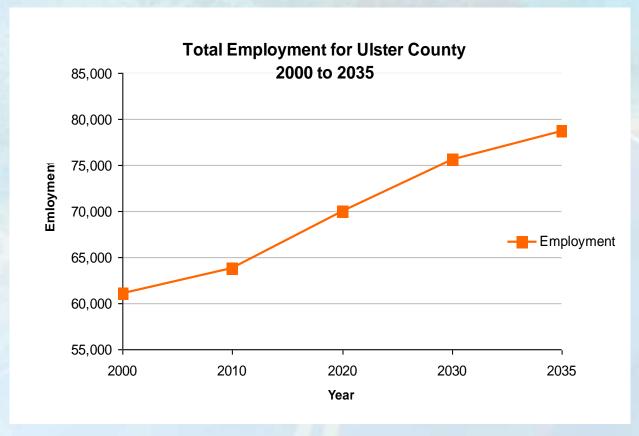




Source: U.S Census Bureau and Ulster County Planning Department



## **Employment**

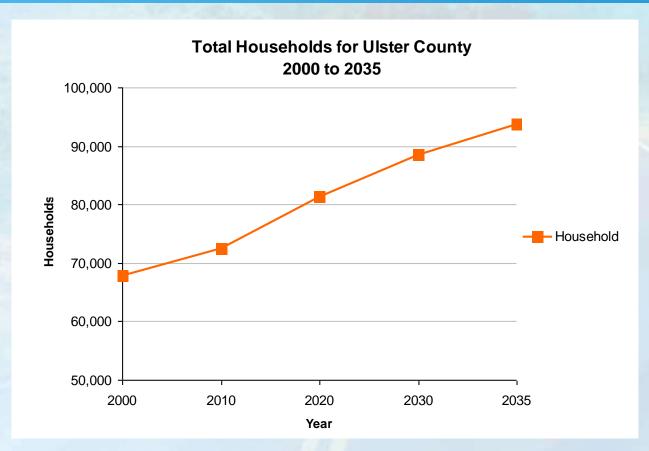








#### Households

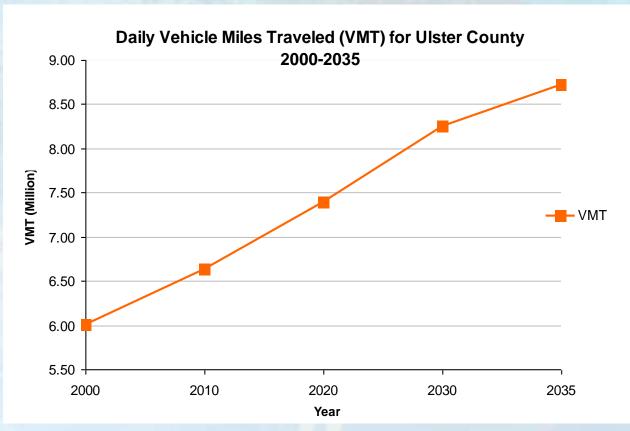




Source: U.S Census Bureau and Ulster County Planning Department



### Daily Vehicle Miles of Travel

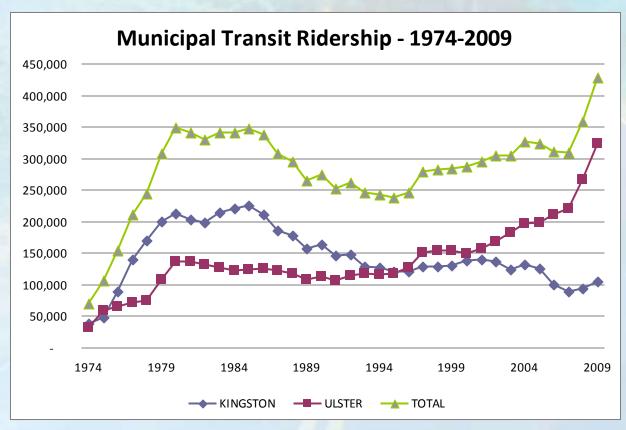




Source: NYSDOT and Ulster County Planning Department



## Public Transit Ridership

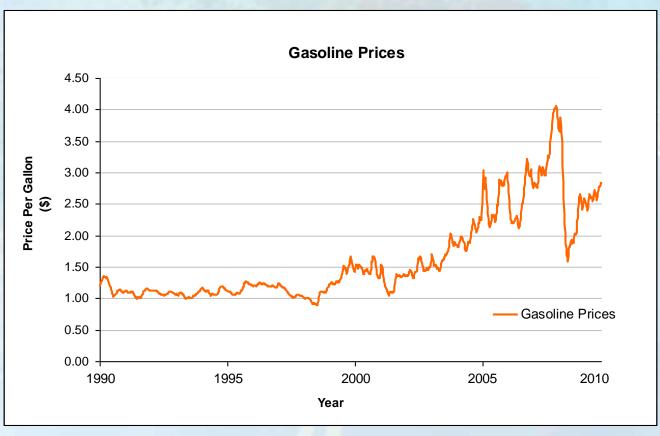




Source: NYSDOT Public Transportation Bureau



#### Gasoline Price History 1990 to 2010

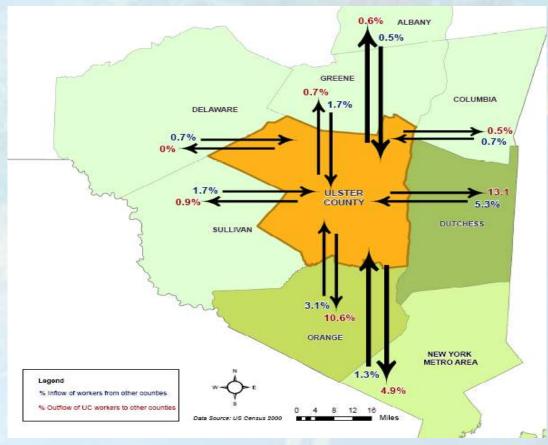




Source: U.S. Department of Energy



# U.S. Census 2000 Journey to Work





Source: 2000 US Census Bureau



#### **Draft Goals**



- ECONOMIC VITALITY Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- SAFETY Increase the safety of the transportation system for motorized and nonmotorized users;
- SECURITY Increase the security of the transportation system for motorized and nonmotorized users;
- CONNECTIVITY Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;



 MOBILITY – Increase mobility and accessibility options for people and freight;



#### **Draft Goals**



- ENVIRONMENT Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- SYSTEM MANAGEMENT Promote efficient system management and operations;
- SYSTEM PRESERVATION Emphasize the preservation of the existing transportation system as well as being adaptable to new, more efficient systems;



FUNDING – Maximize the utilization of federal aid programmed;



#### **Draft Performance Measures**



Performance Measures	Plan Goals Addressed
Volume/Capacity ratio (Level of Service)	Support Economic Vitality
	Increase Safety & Security
	Increase Mobility
	Promote Efficient System Management
Crash rate	Increase Safety & Security
	Promote Efficient System Management
	Increase Mobility
% of federal aid eligible roadways with pavement conditions rated "fair" or better	Support Economic Vitality
	Increase Safety & Security
	Increase Mobility
	Promote Efficient System Management
Number of projects demonstrating	Maximize Federal Funds Programmed
implementation activity	Supports Economic Vitality
Federal aid obligation ratio	Maximize Federal Funds Programmed
	Support Economic Vitality
Average capacity of park and ride lots	Promote Efficient System Management
	Protect the Environment
	Promote System Preservation





# Draft Performance Measures continued



Performance Measures	Plan Goals Addressed
% of bridges with bridge condition rating of 5.000 or higher	Promote System Preservation
	Support Economic Vitality
	Preserve Connectivity
	Increase Safety & Security
Transit fare box recovery ratio	Increase Mobility
	Promote Efficient System Management
	Improve Connectivity
	Support Economic Vitality
Number of multiuse trail miles developed	Increase Mobility
	Improve Connectivity
	Support Economic Vitality
	Support Economic vitanty
	Increase Mobility
Vehicle miles traveled	• • • • • • • • • • • • • • • • • • • •
Vehicle miles traveled	Increase Mobility







- More than 150 projects programmed over next ten (10) years
- Highway, Intersection, Bridge, Transit and Pedestrian/Bicycle
- Represent short- and long-range projects/strategies
- Subject to change/modification





Kingston – Port Ewen Suspension Bridge:
 \$18 million









Kingston Area Intermodal Center: \$12.2 million

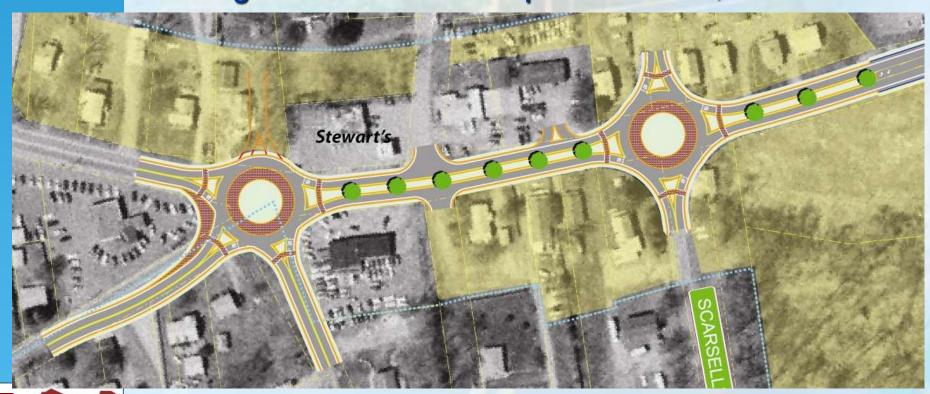








Saugerties Route 9W Improvements: \$5.0 million

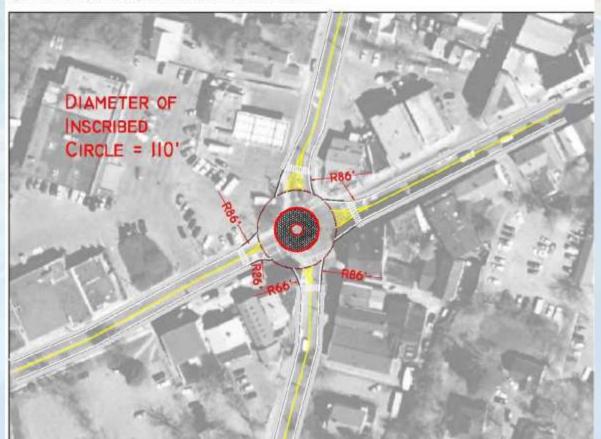






 New Paltz Town/Village Route 299 Multimodal Improvements: \$8.6 million

Figure 49: Conceptual Design of a Roundabout at Main/Chestnut<sup>1</sup>



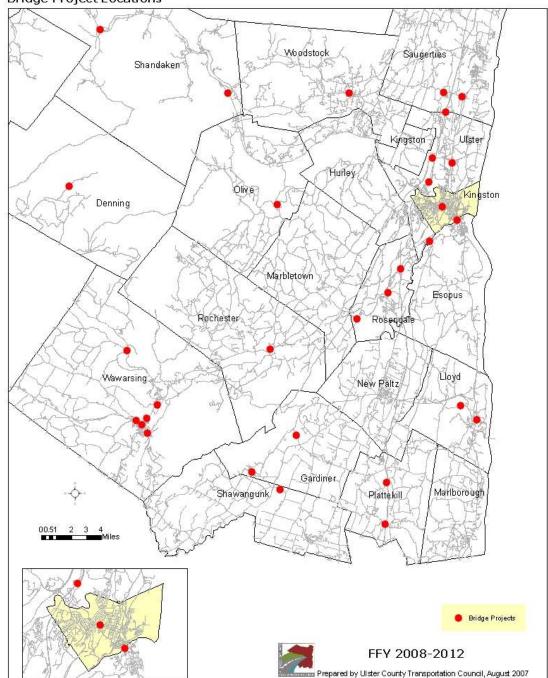




- City of Kingston Abeel Street Improvements: \$15.9 million
- Ulster & Delaware Rail with Trail: \$16.1 million
- Town of Ulster Frank Sottile Extension (Mall Connector Road): \$9.0 million

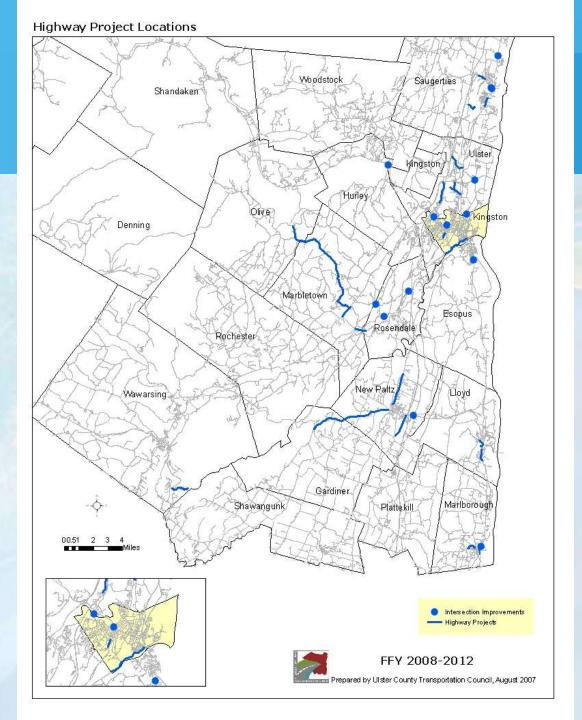






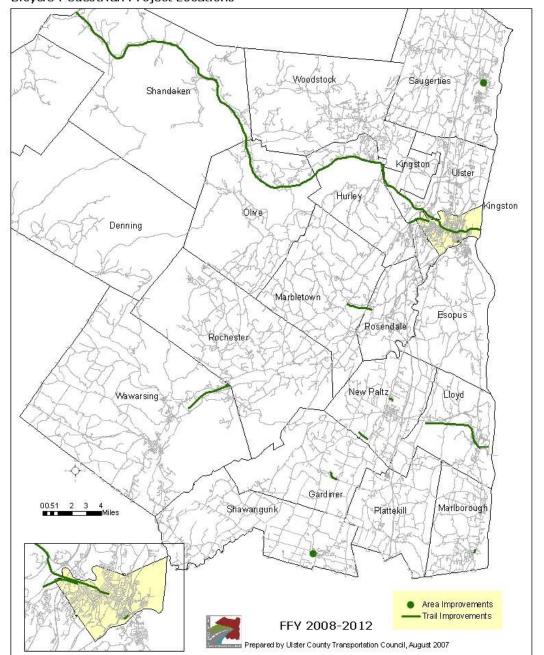


















- 15 transportation and transit-related studies completed over the past five years
- Includes countywide, subarea, and corridor studies
- Most study recommendations likely to fall under long-range implementation







#### Countywide

- Public Transit Systems Coordination Study
- Public Transit Integration Study (UCAT/Citibus)
- Coordinated Public Transit Human Services
   Transportation Plan
- Non-motorized Transportation Plan
- Advance Train Detection/Arrival Prediction
   Study
- Congestion Management Study for TMA (includes Dutchess and Orange Counties)







#### Area

- New Paltz Transportation and Land Use Study
- Saugerties Area Mobility Analysis
- Kingston Area Intermodal Facility Study
- Kingston Uptown Stockade Transportation Plan
- Kingston Route 32 at Fair Street Intersection
   Study
- Marlboro Hamlet Area Transportation Plan







#### Corridor

- Town of Ulster/City of Kingston Washington Avenue Corridor Study
- City of Kingston/Town of Ulster Railroad
   Corridor Quiet Zone Study
- Ulster & Delaware Railroad Corridor Rail with Trail Study







#### Highway and Bridge

- Kingston-Esopus Suspension Bridge rehabilitation
- Frank Sottile Blvd. Extension to Route 299
- Kingston area needs
- New Paltz/Gardiner area Route 299
- Saugerties area needs
- Ellenville area needs
- County and City of Kingston need additional engineering staff







#### Railroad Corridor

- Quiet Zones
- Implement Train Detection/Arrival Prediction recommendations
- Saugerties Kings Highway Corridor RR Crossings consolidation
- Grade separation facility within Kingston between Flatbush and Smith Avenues
- Pedestrian "wait stations"
- Define the future for the Ulster & Delaware Railroad Corridor
- Need to spend more federal aid on RR improvements benefitting residents and travelers







#### Transit

- Kingston Citibus and UCAT need to improve the coordination of services
- Kingston Area Bus Terminal
- Route simplification for Kingston Citibus
- Improve/expand park & ride lot facilities
- Implement more technologies to assist bus operators and the Public
- Continue to encourage Transit Oriented Development







- Improve the Hudson Valley Rail Trail from Lloyd to New Paltz
- Improve the O&W/D&H Canal Trail from Kerhonkson to Ellenville
- Improve the Wallkill Valley Railroad Corridor between New Paltz and Kingston
- Define the long-term future for the Ulster & Delaware Railroad Corridor
- Implement recommendations of the Nonmotorized Transportation Plan











#### Waterway

- Kingston-Rhinecliff passenger ferry study
- Hudson River barge traffic

#### Aviation

- Kingston-Ulster Airport
- Kobelt Airport, Wallkill
- Joseph Y. Resnick Airfield, Ellenville

#### Freight

- Saugerties Town/Village Needs
- Marlboro Hamlet
- Double Track for CSX Railroad Corridor









Bridge projects: \$82.4 million

Intersection/traffic signals: \$35.3 million

Paving projects: \$31.8 million

Transit: \$26.2 million

Trail and sidewalk projects: \$20.9 million

Railroad Xing improvements: \$5.1 million

Studies \$0.5 million

Other \$11.0 million



Total Programmed:

**\$213.2 million** 



#### **Draft 25 Year Financial Needs**



Bridge & Roadway: \$2,155 million

Transit: \$85.0 million

Bicycle/Pedestrian: \$59.0 million

Total Needs: \$2,299.0 million

Total Anticipated Revenues: \$1,066.0 million

Difference: -\$1,233 million





#### **NEXT STEPS**

- Review Public Comments Received
- Update Transportation Needs/Projects
- Prepare Draft Final UCTC Year 2035 Long Range Transportation Plan
- Hold Public Meeting
- Adopt Draft Final Plan





#### Questions?

#### LRTP Contact

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